

Group / Attendees	Method and Date	Topic	Overview and Feedback Received	Project Response and Mitigations
Amaruq Hunters and Trappers Association (HTA) Board members	Meeting, June 16, 2016	<ol style="list-style-type: none"> Overview of baseline studies and research permits Project delivery and schedule Environmental concerns Inuit Harvesting 	<p>CGS and Advisian met with HTA and presented on the permitting required to undertake geotechnical and environmental baseline sampling to support a NIRB Screening for the construction of the Iqaluit marine infrastructure projects. The following feedback was received:</p> <p>Project Delivery and Expectations:</p> <ul style="list-style-type: none"> The marine infrastructure projects have been anticipated in the community for a long time. <p>Consultation and Communication:</p> <ul style="list-style-type: none"> The HTA members want to be involved with the design and project planning of the SCH project. <p>Project Design:</p> <ul style="list-style-type: none"> Concerns related to infrastructure and winter conditions, including consideration for damage caused by ice. Access and roads to the marine infrastructure projects should be considered during the project design phase. <p>Environmental Concerns:</p> <ul style="list-style-type: none"> Concerns about the use of explosives during construction activities (if possible, they should be avoided). <p>Inuit Harvesting Rights and Access to Water:</p> <ul style="list-style-type: none"> Confirmed that harvesting is occasionally done within the city limits, but the area is generally avoided because of water quality concerns. <p>Operations:</p> <ul style="list-style-type: none"> Questions regarding post-construction management and maintenance of the SCH including: who will maintain the infrastructure and who will be responsible for it (i.e., the City, territorial government or a combination of both). Recommended that the authority responsible for maintaining the marine facilities after construction be identified at the planning stage. 	<p>Project Delivery and Expectations:</p> <ul style="list-style-type: none"> Permit applications for the collection of environmental and geotechnical baseline data were completed in anticipation of funding for the construction of the Iqaluit Marine Infrastructure Projects. Permits will be in place in time. <p>Consultation and Communication:</p> <ul style="list-style-type: none"> CGS has continued to meet with the HTA on several occasions. Valuable input from the HTA during two design workshops has been considered in design and project planning. See additional entries below. <p>Project Design:</p> <ul style="list-style-type: none"> Design will consider the potential for ice damage to the marine infrastructure. Maintenance of the ramps will take place seasonally as needed. This will be part of operation and maintenance plans. A Construction Environmental Management Plan (CEMP) will be developed which will include mitigation to avoid impacts to access and roads during construction of the SCH. <p>Environmental Concerns:</p> <ul style="list-style-type: none"> Construction will require the use of dynamite. The transport, use and storage of explosives require regulatory approval. Only certified personnel will handle explosives and the required permits will be obtained from Natural Resources Canada. A blasting plan (which includes public safety measures) and a health and safety plan will also be implemented by the Contractor. Dust management will also be implemented to mitigate the effects of blasting and crushing into the water and on vegetation. <p>Inuit Harvesting Rights and Access to Water:</p> <ul style="list-style-type: none"> Access to the ice and water will be maintained. <p>Operations:</p> <ul style="list-style-type: none"> The Department of Economic Development and Transportation (EDT) will be responsible for the project during operations. EDT will develop an operations and maintenance plan for the SCH and will inform and consult with the HTA and other key parties.
City of Iqaluit Mayor and Council HTA board members	Meeting, June 16, 2016	<ol style="list-style-type: none"> Overview of baseline studies and research permits. Project delivery and City expectations 	<p>CGS and Advisian presented on the permitting required to undertake geotechnical and environmental baseline sampling to support a NIRB Screening for the construction of the SCH. The following feedback was received:</p> <p>Project Delivery and Expectations:</p> <ul style="list-style-type: none"> Field data collected from the studies should be shared with the City of Iqaluit. The GN should be responsible for the operating costs for the project. 	<p>Project Delivery and Expectations:</p> <ul style="list-style-type: none"> CGS is committed to providing updates and creating open, transparent lines of communication. CGS will make baseline reports available to the City of Iqaluit. Permit applications for the collection of environmental and geotechnical baseline data were completed in anticipation of funding for the construction of the Iqaluit Marine Infrastructure Projects. EDT will be responsible for the project during operations.

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Sinaakuut Support Group (SSG)	Letter to NIRB (email), June 30, 2016	1. Project overview 2. Project design 3. Small craft harbour community concerns and expectations	<p>A letter of community concerns was received during the NIRB Screening for the collection of environmental and geotechnical baseline data for the SCH. The letter outlined the following concerns:</p> <p>Safety and Neighbourhood Concerns:</p> <ul style="list-style-type: none"> Concerns regarding the increased usage and traffic in the short and long term parking areas. Concerns regarding the safety of the children related to the storage of equipment storage and flammable goods. Concerns regarding the short and long-term impacts to privacy, waterfront access, seasonal conditions (including tides/flooding/ice), and neighbourhood-specific issues. <p>Consultation and Communications:</p> <ul style="list-style-type: none"> SSG would like the opportunity to have a neighbourhood briefing, review and discuss plans and approaches to the project as well as have a chance to respond to issues where they may be able to assist. 	<p>Safety and Neighbourhood Concerns:</p> <ul style="list-style-type: none"> The Project construction contractor will adhere to a Construction Environmental Management Plan and traffic management plan to mitigate traffic, safety and neighbourhood concerns during construction. Storage of hazardous material is regulated. CGS did discuss scheduling of truck traffic and heavy equipment work with residents in May 2017. See the May Open House entry in the log. <p>Consultation and Communications:</p> <ul style="list-style-type: none"> The letter was received as a response to screening application for baseline field programs. The project design had not started yet. In response to the letter received, CGS met with the SSG on several occasions – see entries below in the log.
Amaruq Hunters and Trappers Association Board members	Project Update Meeting, September 20, 2016	1. Overview of the Project 2. Overview of baseline and geotechnical studies	<p>Upon funding approval from the Governments of Canada and Nunavut, and initiation of the engineering design and environmental and baseline studies, Advisian met with HTA to provide an update on the SCH project. The following input was received:</p> <p>Project Delivery and Expectations:</p> <ul style="list-style-type: none"> HTA is pleased that the SCH project is becoming a reality after more than 20 years of waiting. <p>Project Design:</p> <ul style="list-style-type: none"> Request a design workshop for the SCH. A concept drawing should be ready to discuss during the workshop. <p>Employment and Economic Opportunities:</p> <ul style="list-style-type: none"> Concerns regarding skill sets required for potential jobs on the project. Concern that there is always discussion about job opportunities for Inuit but then projects do not deliver. <p>Inuit Harvesting Rights and Access to Water:</p> <ul style="list-style-type: none"> Access to water and ice for hunters must be maintained during construction. 	<p>Project Design:</p> <ul style="list-style-type: none"> A design workshop was set for November 30, 2016 with HTA board members. <p>Employment and Economic Opportunities:</p> <ul style="list-style-type: none"> The Project will adhere to the Nunavummi Nangminiaqtunik Ikajuuti (NNI) policy including employment and training opportunities. <p>Inuit Harvesting Rights and Access to Water:</p> <ul style="list-style-type: none"> Access to water and ice will be maintained. CGS will consult and coordinate with the HTA during construction to ensure access is maintained.
Sinaakuut Support Group (SSG) 3 community members	Meeting, September 21, 2016	1. Project overview 2. SCH project design 3. Residential and boating access 4. Improvements at the existing causeway	<p>As requested, a meeting was held with SSG to provide an overview of the project and listen to concerns.</p> <p>Project Design:</p> <ul style="list-style-type: none"> The Group is in favour of the SCH project but has concerns regarding the early concept design provided in an email from EDT showing a dredge pocket to the south of the existing municipal breakwater. Dredge pocket problematic as it could increase the potential erosion under the shoreline in front of their houses and could increase boats unloading on private property. <p>Community Services and Neighbourhood Concerns:</p> <ul style="list-style-type: none"> Concerns about the parking, tensions at the boat ramp at high tide and privacy and security issues from offloading of boats on private property. Concerns raised regarding the lack of access to houses along the shoreline for emergency 	<p>Project Design:</p> <ul style="list-style-type: none"> Because of consultation with shoreline residents and others, the SCH design was modified and the dredge pocket removed. There will be no dredging as part of the SCH. <p>Community Services and Neighbourhood Concerns:</p> <ul style="list-style-type: none"> A queuing lane and parking area is now included in the design of the SCH to provide additional space for trucks and trailers to launch boats and for off-street parking. Improvements at the existing causeway are now included as part of the SCH project. These include an expansion of the existing parking area; all tide access with the addition of a new high tide ramp, resurfacing of the existing low tide ramp, and a vehicle turnaround at the low tide ramp to make boat launching

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			<p>and community services during high traffic times of loading/unloading boats and the parking of trucks and trailers on the road in front of houses.</p> <ul style="list-style-type: none"> Questions about whether the beach could be extended or the existing causeway improved to take some pressure off the municipal breakwater boat ramp and parking. 	<p>safer and quicker.</p> <ul style="list-style-type: none"> It is anticipated that traffic congestion will be relieved as those with trailers will have the option of using the all-tide access ramps at the existing causeway. The SCH design will provide improved access, parking and lighting at the municipal breakwater. The improvements at the existing causeway should reduce traffic in the SCH area.
City of Iqaluit Mayor and Council	Mayor and Council Meeting, September 27, 2016	1. Project overview 2. Project design 3. Operations 4. Access Road 5. Future economic opportunities	<p>CGS and Advisian attended a City Council meeting to provide an overview of the Iqaluit Marine Infrastructure projects, schedule and the funding from the Governments of Canada and Nunavut. During the meeting the following input relevant to the SCH was received:</p> <p>Project Delivery and Expectations:</p> <ul style="list-style-type: none"> CGS to meet with the City of Iqaluit Planning and Development. Suggest having separate Open Houses for the DSP and SCH. <p>Operations:</p> <ul style="list-style-type: none"> Questions regarding who will manage the SCH. The existing causeway is an asset to the City and would like to know the long-term plan for it after completion of the port project. 	<p>Project Delivery and Expectations:</p> <ul style="list-style-type: none"> CGS has met with City of Iqaluit Planning and Development and will submit a Development Permit application for the Project. Updates will be provided to the City and community on the project and upon request. CGS followed the Council's advice and provided separate consultations for the DSP and SCH (DSP Open House occurred on March 2, 2017 and SCH Open House occurred on March 1, 2017). <p>Operations:</p> <ul style="list-style-type: none"> EDT will consult with the City during the development of the operations and maintenance plan concerning the existing causeway. The contractor will adhere to a Construction Environmental Management Plan and will include maintaining access to the existing causeway and Akilli Road.
Sinaakuut Support Group (SSG) 3 community members	Follow up Meeting, November 28, 2016	1. Project design	<p>Advisian's Lead Marine engineer and Consultation Lead met with SSG to discuss the project design and concerns raised during a meeting on September 21, 2016 and the following feedback was received:</p> <p>Project Delivery and Expectations:</p> <ul style="list-style-type: none"> The group is happy to see their concerns addressed in design changes. Improvements at the municipal wharf will benefit the community and the group is pleased to see that improvements will be made. <p>Construction:</p> <ul style="list-style-type: none"> Concerns expressed regarding parking in front of houses during construction may block access for fuel, garbage, sewage delivery/pick-up. <p>Operations:</p> <ul style="list-style-type: none"> Parking is currently an issue and the City may want to designate an alternate area/access point such as the existing causeway. Signage exists at the municipal breakwater area but there is no enforcement. Annual maintenance is required to clear boulders. <p>Consultation and Communication:</p> <ul style="list-style-type: none"> Consultation should occur with residents on opposite side of Sinaa Street as well. No further concerns were raised and members indicated that they would participate in future public sessions. 	<p>Project Delivery and Expectations:</p> <ul style="list-style-type: none"> Design and wharf improvements are now all focused on the North side of municipal wharf, including parking and access. <p>Construction:</p> <ul style="list-style-type: none"> Project will include a Construction Environmental Management Plan and traffic management plan to mitigate traffic and safety concerns during construction. The Contractor will adhere to those plans. <p>Operations:</p> <ul style="list-style-type: none"> Parking area is included in the design to provide additional area for vehicles and trailers for off-street parking. EDT is planning the post-construction management of the SCH operations and maintenance including signage, markers, and the annual maintenance of boulder clearing. <p>Consultation and Communication:</p> <ul style="list-style-type: none"> A shoreline residents meeting was held in April 2017 to consult with shoreline residents along both sides of Sinaa Street. SSG members attended the Open Houses held in March and May 2017.

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Local Outfitters 7 in attendance	Meeting, November 30, 2016	<ol style="list-style-type: none"> Overview of project designs Outfitters' vessel sizes and operational needs 	<p>Advisian's Lead Marine Engineer and Traditional Knowledge (IQ) Lead held a meeting with local outfitters to gather their input on the design of the SCH and to understand their needs. The following feedback and questions were received:</p> <p>Design Recommendations:</p> <ul style="list-style-type: none"> >200 boats (up to 27 ft. in length) currently observed in the community. Majority of boats are on trailers. Suggest completing improvements to the existing causeway prior to construction of the SCH. Vessel size range for outfitters was provided (27 to 50 ft.). Question concerning whether a crane can be included at the SCH. <p>Navigation, Inuit Harvesting Rights and Access to Water:</p> <ul style="list-style-type: none"> It is important to have the ability to launch or recover a boat to the trailer at any time during the tide cycle. Improvements to the existing causeway should be included in the scope of the SCH project, including resurfacing ramp, providing all tide access and increased parking. Improvements to the existing causeway should be completed prior to construction of the SCH to allow small boat users to access water during construction of the SCH. 	<p>Design Recommendations:</p> <ul style="list-style-type: none"> A crane is not currently considered in the design of the SCH. It could be added, however, cranes can pose a safety hazard for children and are prone to being vandalized. CGS is open to having further discussions with the community about the addition of a crane during detailed design. <p>Navigation, Inuit Harvesting Rights and Access to Water:</p> <ul style="list-style-type: none"> Improvements at the existing causeway are now included as part of the SCH project because of this recommendation. Improvements include an expansion of the existing parking area, all tide access with the addition of a new high tide ramp, resurfacing of the existing low tide ramp, and a vehicle turnaround at the low tide ramp to make boat launching safer and quicker. The existing causeway improvements will be completed prior to construction starting at the SCH as recommended during this meeting and with great support from the community at large. This will be a condition of the construction contract and will make sure that boaters and hunters with trailers can access water during the construction phase of the project. Additionally, for those without trailers, work at the SCH will take place during low tide and boaters use the SCH area at high tide. Areas that can safely be used at the SCH will be posted.
Amaruq Hunters and Trappers Association Board members	Design Workshop, November 30, 2016	<ol style="list-style-type: none"> Project update Project design Archaeology sites 	<p>Advisian's Lead Marine Engineer and Traditional Knowledge (IQ) Lead met with the HTA board to provide a project update, present the concept design of the SCH, and solicit feedback. The following feedback and questions relevant were received:</p> <p>Project Delivery and Expectations:</p> <ul style="list-style-type: none"> Concerns over whether there are enough resources to construct both Pond Inlet and the Iqaluit projects at the same time (as proposed) and whether the same equipment will be used. <p>Inuit Harvesting Rights and Access to Water:</p> <ul style="list-style-type: none"> Concerns about construction timing relative to traditionally active times of the year. Harvesters need to have continued access to water and ice. The Project must ensure that access is not impeded during construction or operations. <p>Operations:</p> <ul style="list-style-type: none"> Inquiries on who will be responsible for operating the SCH. <p>Consultation and Communication:</p> <ul style="list-style-type: none"> Community notices should be posted in all different languages. 	<p>Project Delivery:</p> <ul style="list-style-type: none"> CGS will hire one contractor to construct both the DSP and SCH projects. The contractor will be responsible for scheduling construction and securing resources. CGS is expecting to hire a separate contractor to construct the SCH in Pond Inlet. <p>Inuit Harvesting Rights and Access to Water:</p> <ul style="list-style-type: none"> Construction contractor will adhere to a Construction Environmental Management Plan and traffic management plan to mitigate traffic, safety, access and parking concerns during construction. CGS and the Contractor will sequence construction activities so that access to water and ice is maintained. The existing causeway improvements will be completed prior to construction starting at the SCH. This will be a condition of the construction contract and will make sure that boaters and hunters with trailers can access water during the construction phase of the project. Additionally, for those without trailers, work at the SCH will take place during low tide and boaters use the SCH area at high tide. Areas that can safely be used at the SCH will be posted. <p>Operations:</p> <ul style="list-style-type: none"> EDT will assume responsibility of the SCH during operations.

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				<ul style="list-style-type: none"> EDT will develop an operations and maintenance plan for the SCH. <p>Consultation and Communication:</p> <ul style="list-style-type: none"> The project is a GN project and complied with all GN policies including posting notices in the four official languages in Iqaluit.
Nunavut Tunngavik Incorporated (NTI) Qikiqtani Inuit Association (QIA)	Letter sent by post and email, December 16, 2017	<ol style="list-style-type: none"> Update on engineering and planning activities for Nunavut Marine Infrastructure Projects including SCH Invitation to meet in person to discuss the project designs and plans and answer any questions or concerns 	CGS sent a letter to NTI and QIA updating the organizations on the Nunavut Marine Infrastructure Projects and requesting an opportunity to meet to discuss the project designs and plans.	<ul style="list-style-type: none"> Meetings with NTI were held in January and March. Meetings with QIA were held in March and May. Please see entry details below.
Nunavut Tunngavik Incorporated (NTI) Representatives	Meeting, January 12, 2017	<ol style="list-style-type: none"> Provide an overview of the project 	DM and ADM of CGS met with NTI to provide an overview of the Nunavut Marine Infrastructure project. No concerns raised and NTI was pleased to have the opportunity to discuss the projects with DM of CGS. A contact name was provided.	<ul style="list-style-type: none"> CGS and EDT will continue to provide project progress updates and notices of community open houses to NTI.
Community 48 in attendance	Open House, March 1, 2017	<ol style="list-style-type: none"> Project Overview Project Design NIRB Screening Process Potential environmental and socio economic effects and mitigation 	<p>CGS and EDT, with support from Advisian, held an Open House where a revised SCH Project design, potential effects and proposed mitigation were presented. Community members provided the following feedback and questions:</p> <p>Project Delivery and Expectations:</p> <ul style="list-style-type: none"> Question concerning whether the project has any affiliation with the Small Craft Harbour's program with DFO across Canada. <p>Consultation and Communication:</p> <ul style="list-style-type: none"> Question concerning future community consultations. Many Inuit were unable to attend. Project team should meet with a variety of boat users (hunters, outfitters, recreational) to better understand the range of needs in the community. A Boaters Working Group should be formed to work directly with the Lead Marine Engineer. CGS should look in to the pros/cons and lessons learned with Pangnirtung's SCH. <p>SCH Design:</p> <ul style="list-style-type: none"> The placement and alignment of the ramp doesn't work. The problem is prevailing winds from the North. The ramp shown is too narrow and long, it needs to be wider. The large parking lot shown takes away the safe anchorage area for boats. 	<p>Project Delivery and Expectations:</p> <ul style="list-style-type: none"> The project has no affiliation with DFO's SCH program across Canada. GN and the federal government but is not a DFO project. <p>Consultation and Communication</p> <ul style="list-style-type: none"> CGS did consult with the community again: a joint SCH/DSP open house was conducted on May 3, 2017. CGS did act on this recommendation and formed a boaters' working group (BWG) to understand the needs of various users and modify the design of the SCH and existing causeway to meet the needs of the community. The BWG was formed and met with CGS and the Lead Marine Engineer on two separate occasions (see entries for April 12 and May 2, 2017). CGS will look in to lessons learned and pros/cons from Pangnirtung and consider these in the design and planning of the project. <p>SCH Design:</p> <ul style="list-style-type: none"> The ramp position and alignment has now been changed in the revised version of the SCH design. The ramp has been widened to 25 m (~5 times the size of the current ramp). The large parking lot has now been removed from the SCH design and the safe

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			<ul style="list-style-type: none"> Another breakwater to the North of the existing municipal breakwater would offer protection from prevailing winds from the North. The large parking lot doesn't allow canoes to be pulled ashore. The use of rip rap on the beach area could result in canoes getting damaged. Questions concerning dredging and all tide access. Multi-year ice seems to increase over the years. The floating docks could be damaged during the spring. When it's dark, it is hard to manoeuvre around with boats. More lights would be helpful at the SCH and the existing causeway. <p>SCH Operations:</p> <ul style="list-style-type: none"> Questions concerning governance and responsibility of the SCH. Proper maintenance will be needed to maintain the surface of the ramps at the SCH and the existing causeway in good driving condition and keep the area clear of boulders. <p>Employment and Training Opportunities:</p> <ul style="list-style-type: none"> A training plan for the community would be better than bringing in a transient population in to take advantage of employment opportunities. 	<p>anchorage area has been restored.</p> <ul style="list-style-type: none"> The revised SCH design now includes a new northern breakwater. The revised SCH design now includes a gentle 4:1 easily walkable (gravel) slope all along the shoreline and a section of the newly proposed northern breakwater. Depending on tide, the dredging proposed would provide 14 to 19 hours of access (NB: dredging initially proposed in the design presented at this meeting has since been removed from the SCH design). Deployment of the floats will occur once the inlet is ice-free, the exact date of deployment will be determined on specific ice conditions each year to reduce the risk of damage to the floats. Additional lighting will be installed to provide security and safety for users and parking of vehicles and trailers at the SCH. Lighting at the existing causeway is also a possibility. CGS will look in to this. <p>SCH Operations:</p> <ul style="list-style-type: none"> EDT is in the early stages of developing an operations and maintenance plan for the SCH. EDT will maintain the surfaces of the existing causeway and SCH. Boulders will be cleared during construction. Ongoing boulder clearing will also be needed. This will be included in the operations and maintenance plan for the SCH. EDT will assume responsibility for this. <p>Employment and Training Opportunities:</p> <ul style="list-style-type: none"> CGS and EDT are open to discussing how best to maximize training opportunities and participation by local residents. CGS will comply with the Nunavummi Nangminiaqutunik Ikajuuti (NNI) policy including employment and training opportunities.
Amaruq Hunters and Trappers Association Board members	Meeting, March 2, 2017	1. Project Update 2. Design input	<p>Based on feedback received at the SCH Open House on March 1, 2017, Advisian's Traditional Knowledge (IQ) Lead met with HTA members to work on changes to the SCH design. A large scale printout of the SCH design drawing was used and marked-up to show design changes that HTA members wanted considered. The following feedback and questions were received:</p> <p>Project Delivery and Expectations:</p> <ul style="list-style-type: none"> Concerns raised about project delays due to there being too many projects at the same time. If the project is delayed at all, basic improvements to the existing ramp and causeway should be considered for this summer. Tensions run high at the municipal breakwater and people are getting more aggressive with each other. If the ramp could be widened a bit this summer that would be safer for everyone. There are just too many boats and vehicles using the space at the same time. Requested seeing a revised design during the next consultation trip to understand how their feedback was considered. 	<p>Project Delivery and Expectations:</p> <ul style="list-style-type: none"> Project intends to hire the same contractor to construct both the DSP and SCH projects. The contractor will be responsible for scheduling construction to avoid delays. Basic improvements this summer are not included in the scope of this Project. However, CGS will raise this concern with EDT. HTA members were invited to be a part of the Boaters' Working Group (BWG) to ensure the design meets hunters' needs. Two HTA members volunteered to be involved. Advisian's Traditional Knowledge (IQ) Lead met briefly with the HTA manager and HTA chairman on April 13, 2017 to discuss and provide the revised SCH design based on HTA input. Advisian's Traditional Knowledge (IQ) Lead and Lead Marine Engineer met briefly with the HTA manager and an HTA member on May 4, 2017 to discuss

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			<p>Project Design:</p> <ul style="list-style-type: none"> Concerns about the need to have a design that meets future needs. The population of Iqaluit is still growing and the design should consider future needs. There are new boat owners every year. The boat ramp needs to be wider. A long narrow ramp will be challenging for unskilled boaters new to Iqaluit. The floats are a good idea; hunters will use them for their boats. The proposed large parking lot takes away the protected (sheltered area) for boats. The design needs to protect from the southern winds. The breakwater is too short. An extension on the breakwater to protect from wind and waves is most important. Boulders or some other kind of protection could be added to the north. Some parking is a good idea but not at the expense of an extension to the breakwater. It should be wide enough to accommodate the length of trucks and trailers easily. Consider a gentle slope for the ramp and along the shoreline. People often launch and pull up boats behind the Northern Store. HTA members were pleased with the proposed improvements at the existing causeway and thought they were very well thought out. <p>Inuit Harvesting Rights and fishing nets:</p> <ul style="list-style-type: none"> During construction, project will need to coordinate with fishers that place their nets at the existing causeway. <p>Project Operations:</p> <ul style="list-style-type: none"> A port master will be needed with rules and regulations on the use of the SCH. Boaters with trailers may also end up using floats and taken up spaces that should really be for those without trailers. Lighting and security will be required for operations at both the SCH and the existing causeway. The existing causeway surface is too rocky and loose, proper maintenance is required. <p>Environmental Concerns:</p> <ul style="list-style-type: none"> Concerns about marine mammals in the area during construction (particularly noise) of both the DSP and SCH. 	<p>and provide the latest SCH design based on HTA and BWG input.</p> <p>Project Design: CGS followed recommendations and the project design was revised:</p> <ul style="list-style-type: none"> The revised SCH design now includes a wider 25 m ramp (~5 times the size of the current ramp). The revised SCH design now shows the use of two large floats that can each accommodate ~15 boats (double rafted). More floats could be added in the future if required. The proposed large parking lot has been removed from the revised SCH design and the protected (sheltered) area for boats has been restored. An extension to the municipal breakwater is now included in the revised SCH design. A new northern breakwater is now included in the SCH design. Parking and a staging lane are included in the revised SCH design. A gentle 10:1 slope for the ramp is included in the SCH design. A gentle 4:1 easily walkable (gravel) slope all along the shoreline and a section of the newly proposed northern breakwater is now included in the SCH design. <p>Inuit Harvesting Rights and fishing nets:</p> <ul style="list-style-type: none"> CGS will consult and coordinate with the HTA and fishers during construction to ensure fishing areas are maintained. <p>Project Operations:</p> <ul style="list-style-type: none"> EDT is in the early stages of developing an operations and maintenance plan for the SCH. The need for a Port Master and rules and regulations governing use of the SCH will be considered during development of the operations and maintenance plan for the SCH. Additional lighting will be installed to provide security and safety for users and parking of vehicles and trailers at the SCH. Lighting at the existing causeway is also a possibility. CGS will look in to this. Existing Causeway maintenance will be included in the operations and maintenance plan for the SCH. EDT will assume responsibility for this. <p>Environmental Concerns:</p> <ul style="list-style-type: none"> Mitigations are being developed to minimize construction and any potential effects of noise including a marine mammal monitoring program to confirm the appropriate exclusion zone.
Nunavut Tunngavik Incorporated (NTI) Representatives Qikiqtani Inuit Association (QIA) Representatives	Meeting, March 3, 2017	<ol style="list-style-type: none"> Project update and design Consultation to date Budget and schedule 	CGS met with NTI and QIA to provide an update on the Nunavut Marine Infrastructure Projects including the schematic designs, schedules and budgets. Discussions and questions mostly focused on project designs, consultations conducted to date and the regulatory process for the projects. There were no concerns and NTI and QIA asked to be kept informed.	<ul style="list-style-type: none"> CGS is committed to continued discussions and future meetings with NTI and QIA.

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Nunavut Mining Symposium Participants	Presentation at the Nunavut Mining Symposium, April 5, 2017	1. Overview of the Projects	Paul Mulak, CGS, delivered a presentation at the Nunavut Mining Symposium attended by federal, territorial and municipal representatives, Inuit Boards and Associations representatives, media and members of the business community in Iqaluit. A general overview of the projects and schedule was presented.	<ul style="list-style-type: none"> High level, general questions were answered.
Boaters' Working Group (BWG) 10 in attendance	Design Workshop, April 12, 2017	1. Local conditions and boaters' needs 2. SCH Design 3. Existing Causeway Improvements	<p>EDT and CGS, with support from Advisian, held a design workshop with the BWG to understand the needs of various boaters (i.e. hunters, outfitters, recreational users) and obtain their feedback on the latest SCH design developed based on consultation with the HTA on March 2, 2017. The following feedback was received:</p> <p>SCH Project Design:</p> <ul style="list-style-type: none"> Dredging is not the priority. Protection in the harbour is. If the budget doesn't allow for both, then no dredging/excavation to deepen the harbour at this time. No large parking lot, it takes away the safe protected area where people keep their boats. A wide ramp adjacent the existing breakwater, roughly aligned with the existing was preferred. A secondary "roadway" along the Sinaa Road to allow vehicles with trailers to get off the road and avoid turning/maneuvering on the road while positioning at the ramp was requested. Clean-up shoreline of boulders and face the entire shoreline with a shallow sloping gravel to allow people to walk down and pull up boats. Boulders are consistently introduced in to the harbour because they are used for anchoring boats. Extend existing breakwater. Extend north breakwater. Clean up boulders along new approach "channel". <p>Causeway Improvements:</p> <ul style="list-style-type: none"> No concerns on the improvements suggested for the existing causeway. These changes will be very beneficial for the community. Proper maintenance of the existing causeway will be required during operations. 	<p>SCH Project Design: CGS followed most of the recommendations provided by the BWG:</p> <ul style="list-style-type: none"> Dredging has been removed from the updated design. The large parking lot has been removed and replaced with a much narrower queuing "staging" lane. A 25 m ramp (~ 5 times the size of the current ramp) in roughly the same alignment as the current ramp has been included in the updated design. A queuing or "staging" lane has been included in the updated design. A gentle slope (~4:1) of crushed gravel along the shoreline and most of the proposed northern breakwater has been included in the updated design. Regularly spaced boat mooring points along shoreline (e.g. buried pipe with chain anchorages spaced roughly every 3 m) located roughly at high tide have been included in the updated design. The existing breakwater has been extended in the updated design. The northern breakwater was extended in the updated design. Boulders will be cleared during construction. Ongoing boulder clearing will be needed. This will be included in the operations and maintenance plan for the SCH. EDT will assume responsibility for this. <p>Causeway Improvements:</p> <ul style="list-style-type: none"> Existing Causeway maintenance will be included in the operations and maintenance plan for the SCH. EDT will assume responsibility for this.

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Shoreline Residents Meeting 10 in attendance	Meeting by invitation. Invitations were hand delivered to homes along both sides of Sinaa Street in the SCH area, May 2, 2017	1. Project Overview 2. Project Design 3. Potential environmental and socio economic effects and mitigation	<p>CGS and Advisian met with Shoreline residents living along Sinaa street to discuss the design of the SCH, the potential effects, proposed mitigation, and schedule. Community members provided the following feedback and questions:</p> <p>Project Delivery and Expectations:</p> <ul style="list-style-type: none"> Questions concerning how the Projects will be managed to maximize value and whether there will be separate contracts for both the SCH and DSP projects. <p>Consultation and Communication:</p> <ul style="list-style-type: none"> Ensure that interpreters are always available for any community meetings. Shoreline residents would like to be kept updated and perhaps receive a one or two pager update, either via email, home delivery or post office box delivery. <p>Safety and Neighbourhood Concerns:</p> <ul style="list-style-type: none"> Delivery of emergency and community services are at risk due to the current congestion problems at the municipal breakwater. Residents hope that the SCH project will fix this problem. The shoreline resident/homeowner nearest to SCH ramp requested fencing along their property. <p>Project Design:</p> <ul style="list-style-type: none"> At high-high tide, the road floods at times. The suggested queuing lane may get flooded also. More lighting is needed. Increased light would provide more safety and a better environment for residents who walk along the breakwater. It would be safer for boat users as well. Security is an issue. Lighting would help this. Benches and larger wildlife proof garbage containers are needed. The more northern location (north of the creek) is preferred for the newly proposed breakwater. <p>Project Construction:</p> <ul style="list-style-type: none"> Residents and local business owners (daycare, bed and breakfast, coffee shop etc.) are concerned about dust, noise and traffic during construction. Residents are concerned about public safety, especially with truck traffic. There are many children that live and play in the area. Suggest further consultation on acceptable hours for truck operations, proper signage, monitoring and security fencing to keep the public safe during construction. Residents are concerned that city infrastructure under the roads will be damaged due to the weight of hauling trucks required to build the SCH. Consider options for workforce accommodation such as the Permanent and Temporary housing webpage for Iqaluit. Inquiry on how water access will be maintained during construction. <p>Beach Shacks:</p> <ul style="list-style-type: none"> Beach shacks are used by hunters to store boating equipment and hunting and camping gear. CGS should engage with the City and deal with this issue properly. The Project 	<p>Project Delivery and Expectations:</p> <ul style="list-style-type: none"> There will be one contractor for both Iqaluit sites (SCH and DSP). CGS will hire one main contractor instead of several which will help manage costs, track progress and schedule. <p>Consultation and Communication:</p> <ul style="list-style-type: none"> CGS apologized for not having an interpreter available at the Shoreline Residents meeting and ensured residents that an interpreter will be made available for future meetings. CGS will consider how to best to keep shoreline residents informed. The collection of contact information at the meeting was a first good step. CGS will prepare regular updates to keep shoreline residents informed. <p>Safety and Neighbourhood Concerns:</p> <ul style="list-style-type: none"> Improvements at the existing causeway with more parking and all tide access should divert a lot of truck and trailer traffic to the existing causeway. The construction of additional parking and a queueing lane parallel to the street should also reduce traffic significantly. The wider ramp (25 m instead of 5 m) will allow for must faster loading and unloading of boats. Walkable beach access for boat owners without trailers will also be provided both along the beach and along the northern breakwater. CGS is anticipating that the SCH project will result in a significant improvement to the traffic congestion currently experienced that the municipal breakwater. CGS will consider security fencing along homeowner's property during the detailed design phase. <p>Project Design:</p> <ul style="list-style-type: none"> The new surface will be angled slightly down from the road toward the water so that the surface will drain and not collect water. Flooding risk will not change but the new surface will be built to withstand it and not create further damage to the street. New Lamp posts are planned. CGS will continue to explore possibilities to improve lighting. This has to be balanced by costs. The Project construction contractor will comply with a Construction Environmental Management Plan and traffic management plan to mitigate traffic, safety and neighbourhood concerns during construction. Lights, fences, signs and possibly surveillance will be implemented. CGS will consider the addition of benches and wildlife proof garbage containers for use by residents during the detailed design phase. CGS will move the breakwater further north. <p>Project Construction:</p> <ul style="list-style-type: none"> The Project construction contractor will adhere to a CEMP and traffic management plan to mitigate traffic, safety and neighbourhood concerns during

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			should advocate for a solution (such as building proper sheds nearby) that works for both shack owners and the City.	<p>construction. Lights, fences, signs and possibly surveillance will be implemented.</p> <ul style="list-style-type: none"> Off highway (35 tonne) trucks will not be used. Trucks that will be used are the same size as trucks used in the City now. CGS is engaged with the City who will assess the road conditions and hauling operations when the time comes for the permits. CGS appreciates the information concerning temporary housing in Iqaluit. CGS will add this to the list of workforce accommodation options for the contractor. Improvements to the existing causeway (such as a new high tide ramp and improved low tide ramp) resulting in all tide access and increased parking will be completed prior to work starting at the SCH. This will be a condition of the construction contract. Work at the SCH will take place during low tide and boaters use the SCH area at high tide. Areas that can safely be used at the SCH will be posted. In terms of sealift and fuel delivery, these services will remain unchanged during construction of the SCH. Access to water and ice will be maintained. <p>Beach Shacks:</p> <ul style="list-style-type: none"> CGS is open to suggestions and will engage with the City and shack owners to discuss options concerning the Beach Shacks. CGS is currently in the process of gathering names and contact information for shack owners. Every effort will be made to come to a workable solution for shack owners.
Boaters' Working Group (BWG) 12 in attendance	Follow up design workshop, May 2, 2017	1. Revised SCH design	<p>CGS, with support from Advisian, held a follow up design workshop with the BWG to discuss the revised SCH design developed based on BWG input from the first design workshop conducted on April 12, 2017. The following feedback and questions were received:</p> <p>Project Delivery and Expectations:</p> <ul style="list-style-type: none"> The new design is generally well accepted and the improvements meet the expectations of the boaters. Members of the BWG support the project. <p>Navigation:</p> <ul style="list-style-type: none"> Suggested engaging with the City Public Safety Committee concerning the addition of a beacon at the end of the southern breakwater (the new extension to the existing municipal breakwater). <p>Project Design:</p> <ul style="list-style-type: none"> Inquiries about whether boulders in the harbour will be cleared. Boulders dropped by the ice will continue to be a problem. Mooring points are a good idea but some will still leave they boats in the Bay. Peak use and congestion is at high tide. At times, there is poor to no access to houses on the street should emergency services be needed. BWG is satisfied with dredging being removed from the design to gain more protection offered by the northern breakwater. Location of the more northern breakwater (north of the small run off creek) was favored as, according to a member, it allows creek to "cut a deeper channel" over time. 	<p>Navigation:</p> <ul style="list-style-type: none"> CGS will look in to engaging with the City Public Safety Committee concerning the addition of a beacon at the end of the southern breakwater. The use of navigational lights will also be discussed with the Canadian Coast Guard (CCG). <p>Project Design:</p> <ul style="list-style-type: none"> Boulders in the harbour will be cleared. This sort of maintenance will also be included in the operations and maintenance plan being developed by EDT for the small craft harbour. The design allows for boats to be left in the bay if users wish to do so. CGS is anticipating that the construction of the SCH will relieve the congestion currently experienced at the municipal breakwater. CGS supports the relocation of the northern breakwater north of the creek. This will make the protected harbour larger with greater potential for dredging in the future. CGS will look into land ownership north of the creek to confirm that this is possible. Access to the northern breakwater would follow a well-worn path already established in the area. CGS will fill in the sharp angle and make it "rounder" to provide better turning space to the ramp. The area near the ramp prone to flooding will be cleared and filled in. CGS will keep staircases in the design. Improvements and all tide access at the existing causeway should reduce the

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			<ul style="list-style-type: none"> More northern location also allows for a bigger harbour. Turn around space to access the ramp is tight. Suggest removing derelict cars and old sheds and fill in "pond" that floods near the ramp. The proposed staircases along the existing municipal breakwater are still useful despite the gentle, walkable slope proposed along the shoreline and northern breakwater. Elders would find the use of stairs to get in boats much easier. Keep stairs. Parking and congestion might still be a problem at SCH, people will park anywhere they can and congestion might still occur. If there is no suitable parking, people will park in what is intended to be the staging or queuing lane. Suggest, if budget allows, to also clear area of boulders near the Northern store site where some also launch and pull out their boats. <p>Inuit Harvesting Rights and Access to Water:</p> <ul style="list-style-type: none"> Inquiries about how access to water will be maintained during construction. <p>Beach Shacks:</p> <ul style="list-style-type: none"> Shacks are used by residents across the street and by hunters to store their gear. Their removal will create problems. Monetary compensation may not replace the real value and use of these shacks. 	<p>use of the SCH by trucks and trailers. A dedicated staging lane and a much wider ramp at the SCH will speed up the launching process and make it much safer. CGS will look into the possibility of creating a lane for angle parking along the street on the land side of the queuing lane.</p> <ul style="list-style-type: none"> CGS will consider clearing of boulders in the area behind the Northern store during construction. <p>Inuit Harvesting Rights and Access to Water:</p> <ul style="list-style-type: none"> Improvements to the existing causeway (such as a new high tide ramp and improved low tide ramp) resulting in all tide access and increased parking will be completed prior to work starting at the SCH. This will be a condition of the construction contract. Work at the SCH will take place during low tide and boaters use the SCH area at high tide. Areas that can safely be used at the SCH will be posted. In terms of sealift and fuel delivery, these services will remain unchanged during construction of the SCH. Access to water and ice will be maintained during construction. <p>Beach Shacks:</p> <ul style="list-style-type: none"> CGS recognizes that this needs resolution. CGS will engage with the City and shack owners to discuss options concerning the Beach Shacks. CGS is currently in the process of gathering names and contact information for shack owners. Every effort will be made to come to a workable solution for shack owners.
Qikiqtani Inuit Association (QIA) Representatives	Meeting, May 3, 2017	<ol style="list-style-type: none"> Project overview Project design 	<p>CGS and Advisian met with QIA to provide an overview of the Nunavut Marine Infrastructure projects in both Pond Inlet and Iqaluit including project designs and potential effects and mitigation. The following comments and questions were raised relevant to the SCH:</p> <p>Inuit Harvesting Rights and Access to Water:</p> <ul style="list-style-type: none"> The project doesn't involve Inuit Owned Lands but QIA will be interested in Inuit harvesting and access rights. <p>Project Design and Construction:</p> <ul style="list-style-type: none"> Question concerning how construction activities will be scheduled for the SCH. Question concerning whether a south facing ramp was considered for the existing causeway. <p>Beach Shacks:</p> <ul style="list-style-type: none"> Question concerning what CGS plans to do about the beach shacks. Recommended CGS engage with the City to understand feasible solutions for the beach shacks and consult with shack owners. <p>Consultation and Communication:</p> <ul style="list-style-type: none"> QIA enquired about consultation to date and who CGS had consulted with so far. The Community Lands and Resources Committee (CLARC) will likely be involved with the review of the NIRB Screening Applications for the SCH Project. 	<p>Inuit Harvesting Rights and Access to Water:</p> <ul style="list-style-type: none"> Access to water and ice will be maintained. CGS does not anticipate any negative effects on Inuit harvesting rights during SCH construction. <p>Project Design and Construction:</p> <ul style="list-style-type: none"> Improvements to the existing causeway (such as a new high tide ramp and improved low tide ramp) resulting in all tide access and increased parking will be completed prior to work starting at the SCH. This will be a condition of the construction contract. Work at the SCH will take place during low tide and boaters use the SCH area at high tide. Areas that can safely be used at the SCH will be posted. In terms of sealift and fuel delivery, these services will remain unchanged during construction of the SCH. A south facing ramp was considered but it would be too difficult to maintain during a boating season due to swells on that side. The surface of the ramp would be wiped out easily by the swells experienced on the south side. <p>Beach Shacks:</p> <ul style="list-style-type: none"> CGS is currently in the process of determining who uses/owns the beach shacks. CGS will engage with the City and shack owners to discuss options concerning

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			<ul style="list-style-type: none"> QIA will contact CGS if further meetings are required and asked to be kept informed of project development. 	<p>the Beach Shacks. Every effort will be made to come to a workable solution for shack owners.</p> <p>Consultation and Communication:</p> <ul style="list-style-type: none"> CGS is consulting with HTA, INAC, Boaters Working Group, the City, the community, and Transport Canada on Navigation. CGS will continue to engage with QIA and will meet with CLARC as needed.
Community 40 in attendance	Open House, May 3, 2017	<ol style="list-style-type: none"> Funding and general schedule Overview of the SCH and DSP Project updates Next Steps 	<p>CGS, with support from Advisian, held a joint open house to provide an update to the community on both the SCH and DSP projects. The following feedback and questions relevant to the SCH were received:</p> <p>Project Delivery and Expectations:</p> <ul style="list-style-type: none"> The community is pleased to see the progress on the SCH design and to see that changes to design have been made based on consultation. Many positive comments about the modifications to the project design based on users' recommendations and on CGS's effort to consult were voiced. The SCH project will also allow the Coast Guard and search and rescue groups to be more effective. <p>SCH Project Design:</p> <ul style="list-style-type: none"> Safety and protection from winds and waves were considered more important than dredging. Dredging could be done in the future as another project. Parking area and queueing lane may not provide enough space for walking. When the tide is very high, the queueing lane may be covered with water. Questions regarding the depth of the water at the end of the southern breakwater extension and whether it will be deep enough for small boats to get through. A deep enough channel around the planned extension is required. Question concerning whether a crane at the SCH has been considered for loading and unloading barrels and other large items. Increased lighting would improve safety for all users, including pedestrians. A lot of people walk on the breakwater. Question concerning whether the northern breakwater can be extended and angled as has been done with the south breakwater. Question concerning whether the surface of the proposed northern breakwater could be used as parking space. <p>Construction:</p> <ul style="list-style-type: none"> Question concerning whether the City will get help to fix the road after construction and heavy traffic by hauling trucks. <p>Inuit Harvesting Rights and Access to Water:</p> <ul style="list-style-type: none"> Question concerning how access to water and ice will be maintained during construction. 	<p>SCH Project Design:</p> <ul style="list-style-type: none"> CGS modified the design to put priority on a protected harbour based on previous consultations with the HTA and the BWG. There will be space for pedestrians. The new surface will be angled slightly down from the road toward the water so that the surface will drain and not collect water. Flooding risk will not change but the new surface will be built to withstand it and not create further damage to the street. It is noted that at very high-high tide slight flooding of the queueing area is likely. An area around the proposed extension to the southern breakwater will be excavated so that the deep channel is not lost. A crane is not currently considered in the design. It could be added, however cranes can pose a safety hazard for children and are prone to being been vandalized. CGS is open to having further discussions with the community about the addition of a crane during detailed design. Additional lighting at the SCH is considered in the current design. CGS will look in to extending and angling the proposed northern breakwater once costs are better defined. The surface of the northern breakwater will be wide enough to accommodate ATVs, but not wide enough for trucks or turn arounds. Parking would require a turnaround space and would require building the breakwater much larger than planned. It would be too expensive to do this. <p>Construction:</p> <ul style="list-style-type: none"> CGS will conduct a traffic study later this year and will be in discussions with the City concerning the road issue. <p>Inuit Harvesting Rights and Access to Water:</p> <ul style="list-style-type: none"> Improvements to the existing causeway (such as a new high tide ramp and improved low tide ramp) resulting in all tide access and increased parking will be completed prior to work starting at the SCH. This will be a condition of the construction contract. Work at the SCH will take place during low tide and boaters use the SCH area at high tide. Areas that can safely be used at the SCH will be posted. In terms of sealift and fuel delivery, these services will remain unchanged during construction of the SCH. Access to water and ice will be maintained during construction.

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			Operations: <ul style="list-style-type: none"> Questions concerning responsibility for maintenance of the existing causeway and the SCH. Resurfacing should be done earlier in the season then the current schedule. Boulder removal will be required annually. Will there still be lines and boats in middle of the Bay. 	Operations: <ul style="list-style-type: none"> EDT will maintain the surfaces of the existing causeway and SCH ramps. Damage from the ice is expected every year and surfaces will need to be maintained. Noted that EDT should start resurface/maintenance work earlier in the boating season. Boulders will be cleared during construction. Ongoing boulder clearing will be needed. This will be included in the operations and maintenance plan for the SCH. EDT will assume responsibility for this. Floating docks and mooring lines along the beach and northern breakwater should relieve the practice of leaving boats in the middle of the bay. However, people will still be able to leave their boats in the middle of the bay if they wish.
Quark Expeditions	Email received, May 25, 2017	1. Cruise ship operations and needs	Quark replied to an email questionnaire sent out by Advisian to cruise ship operators on April 5, 2017 requesting information on cruise ship sizes, operations, and potential future requirements.	<ul style="list-style-type: none"> Cruise ship operators will need to be informed of the construction schedule and how this may affect passengers' access to shore via tender boats or access to town. CGS will communicate with cruise ships.